

Where Do You Want to Go? People, Mobility and the New Commercial Strip



live



ride



walk



bike

BUILDING CONNECTIONS



Panelists

- Alex Dupey, Director of Planning Services, MIG, Inc.
- Kathleen Lacey, Associate Planner, City of Boise, ID
- Stephen Hunt, Principal Planner, Valley Regional Transit

Topics Today

- Commercial corridors and changing retail environment
- Demand for new types of development
- Connecting people and services





HARDWARE

Super
CREAMED

BOWLING
ALKI
TAVERN

ANING
SSING

FEDERAL SAVINGS

REAL ESTATE
W
INSURANCE

SQUARE DEAL
GROCERY

Coca-Cola

DRUGS

DR. HARRIS
DENTIST

DR. HARRIS
DENTIST



ELLIS
3204



RANCH MARKET

FEY'S
BROXY

PASCO-LACKIE
Realty

REAL ESTATE

WASHINGTON
AZJ119

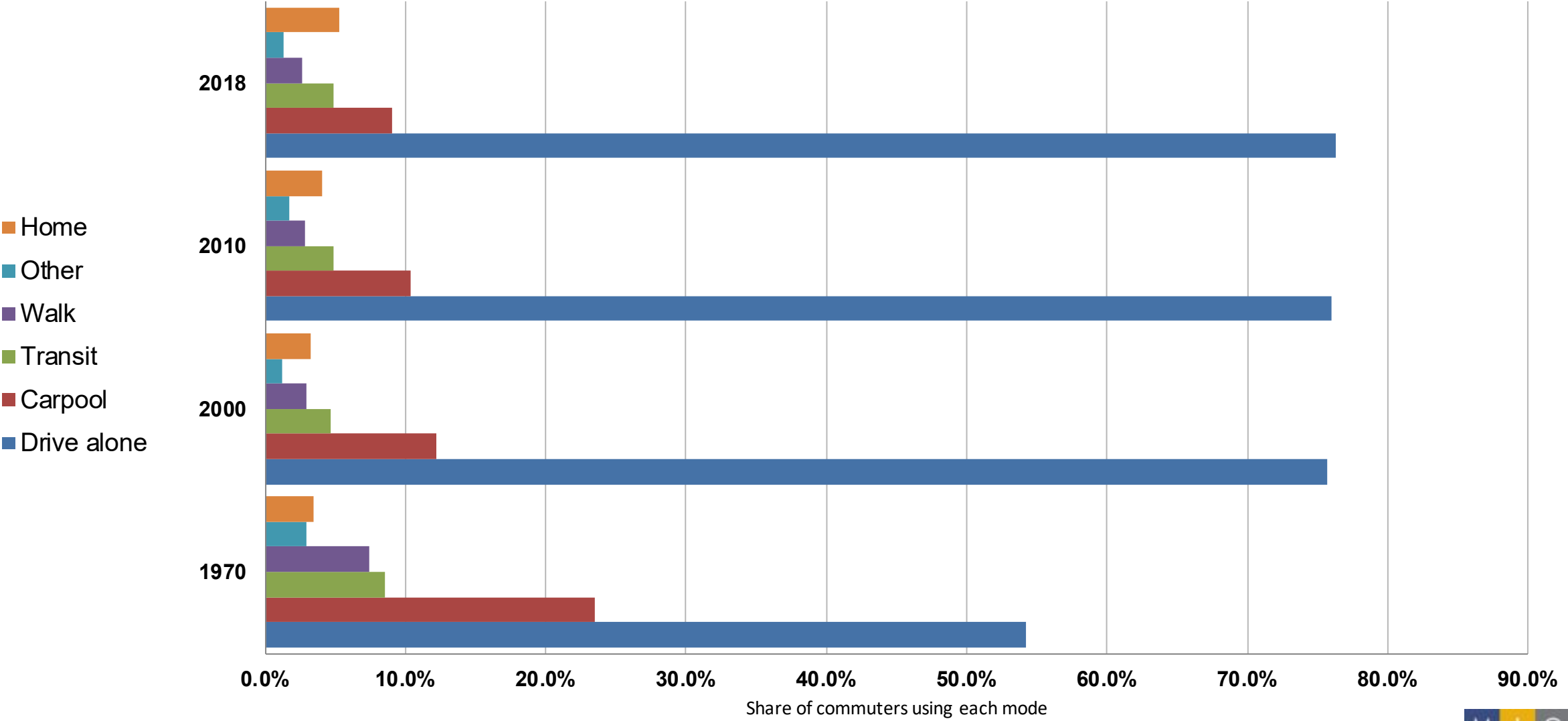
LOANS

NORRIS

Island



Commuter Mode Share









mart

STORE HOURS
MON - FRI 9AM - 6PM
SAT 9AM - 5PM
SUNDAY 12PM - 5PM

PACKERS

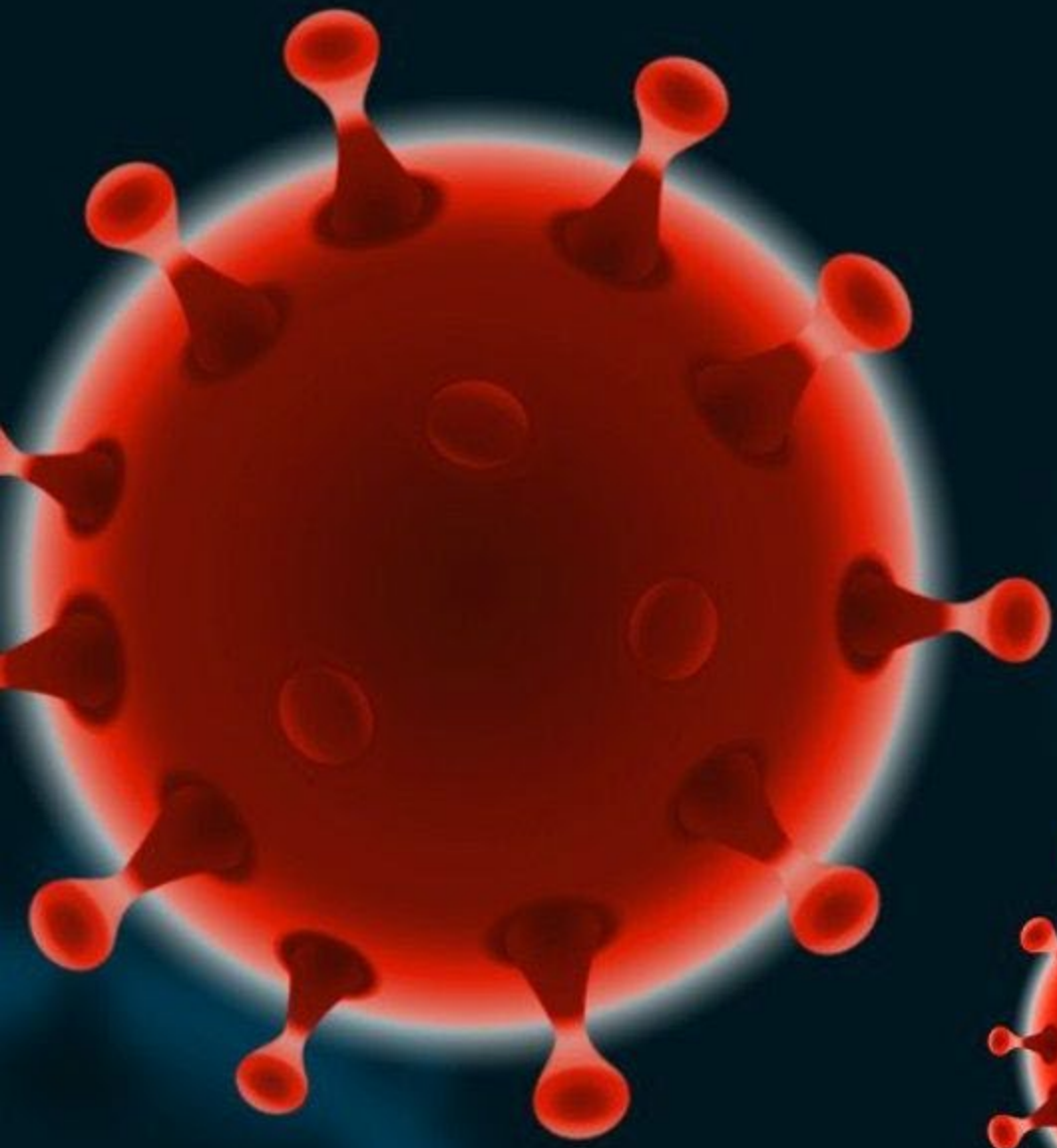
K mart



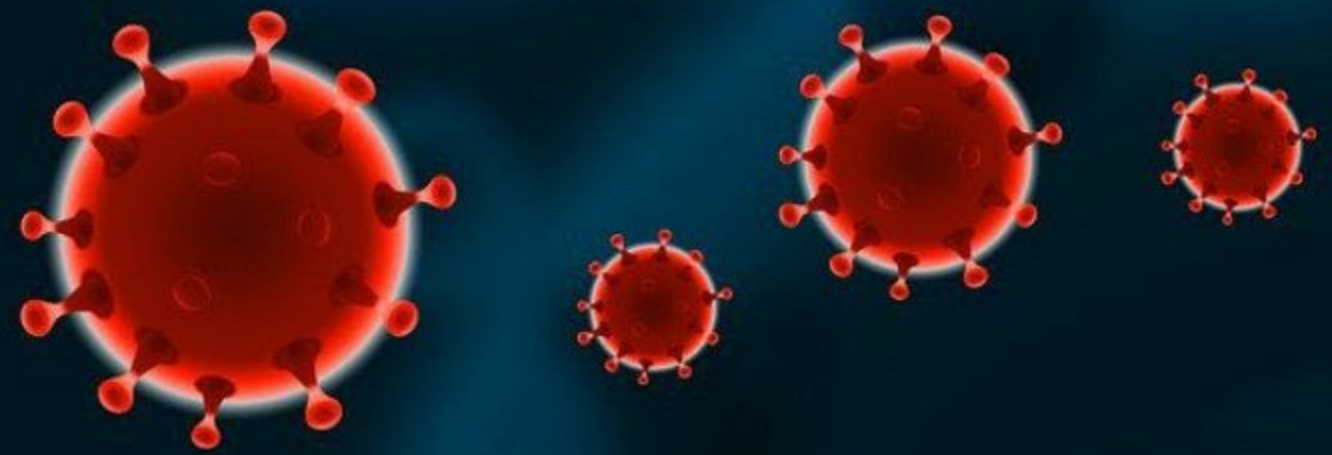


SEARCH





COVID-19









The New Main Street





60% would spend at least a little more for a house in a walkable community.

20% prefer to live in an attached home in a walkable area than a detached home in a conventional neighborhood

88% said they have a higher quality of life if there are places to walk to nearby

National Realtors Association: 2017 Community and Transportation Survey



70% said that walkability, a short commute, and proximity to highways are important when deciding where to live

80% prefer walking to driving. Older generations prefer driving.

60% said they drive because they have no other options.

National Realtors Association: 2017 Community and Transportation Survey





FIELD

NO PARKING

FOURTH ST

90

←





Hashagen
LADIES APPAREL GIFTS

WILLIAMS AV S
800

FOOD

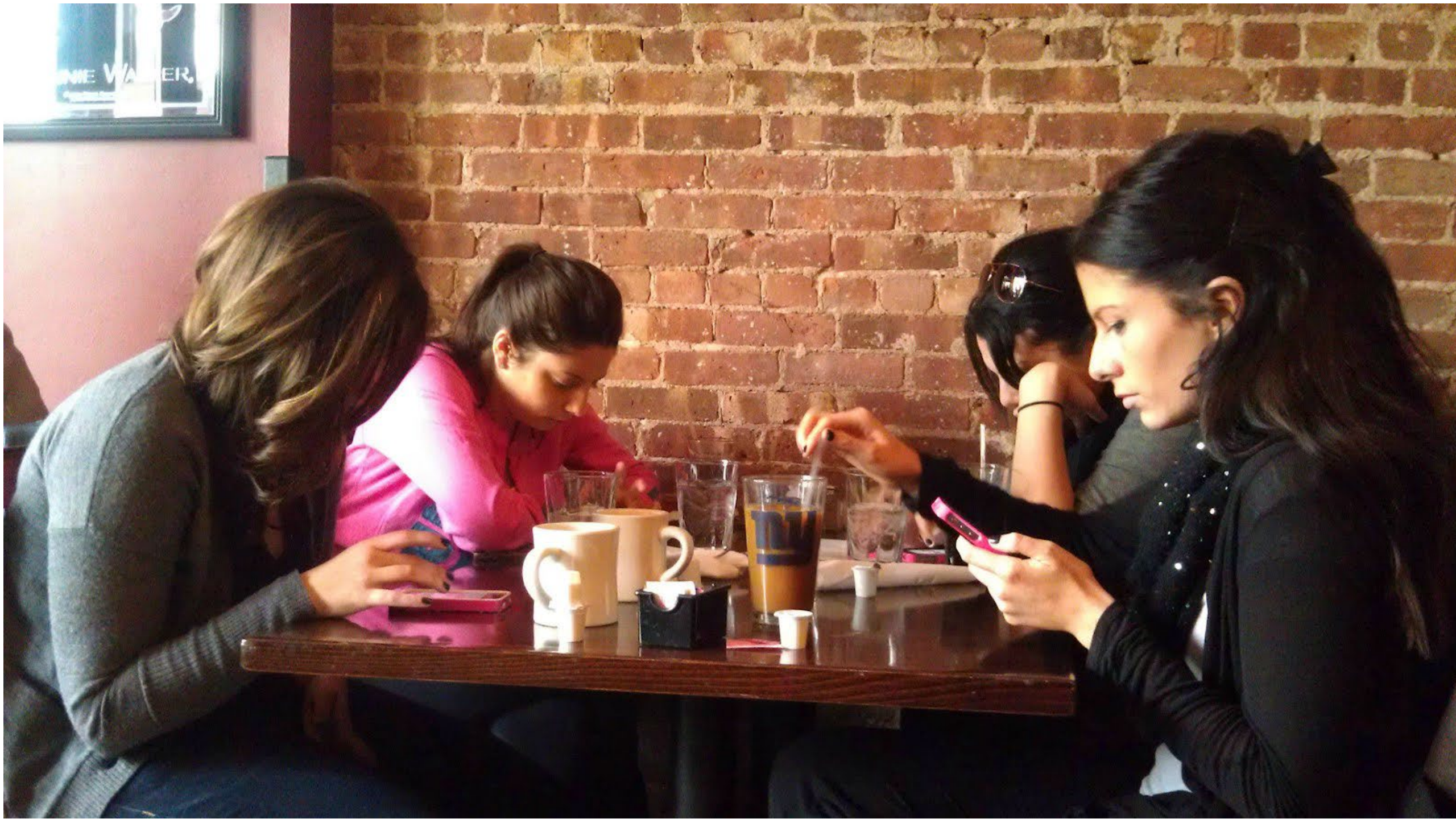
RENTON CLOTHING CO.

ONE
WAY
←

DONT
WALK

NO
PARKING
3-AM
5-AM





A stylized illustration of a tsunami wave. The wave is depicted with dark, swirling lines and a textured, layered appearance. The background is a teal color with horizontal white lines. The text 'SILVER TSUNAMI' is written in a white, serif font, following the curve of the wave.

SILVER TSUNAMI



3

COLLISTER DR

COLLISTER CENTER
AutoZone
 US POST OFFICE ONCE UPON A TIME
 WELLS FARGO 20th CENTURY LANES
 ReStore - SALT TEARS BARBER SHOP
 4802-4774
 20th CENTURY LANES
 THANKS FOR THE MEMORIES

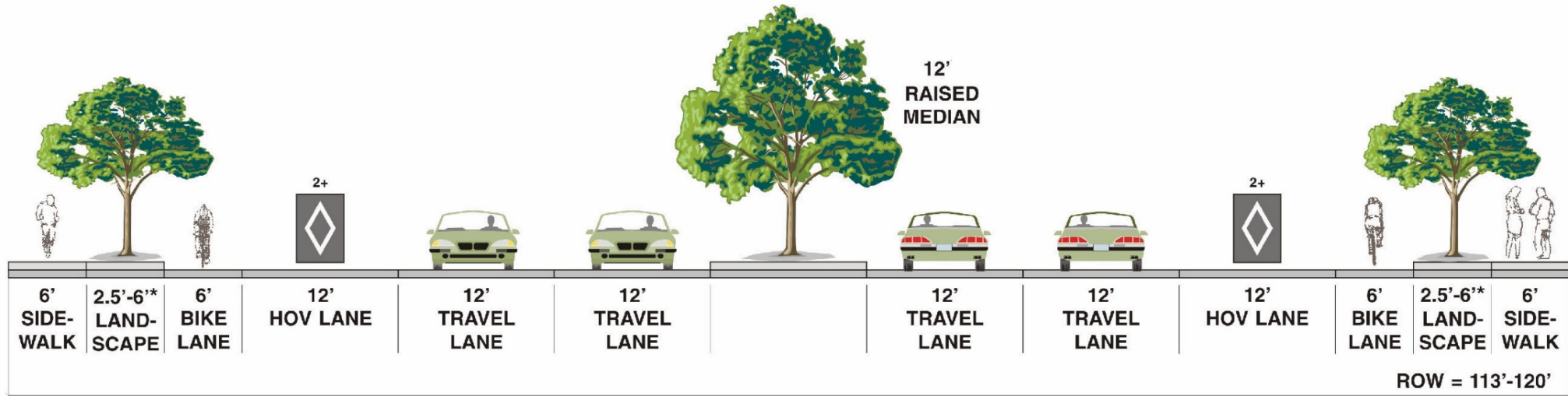
WELLS FARGO

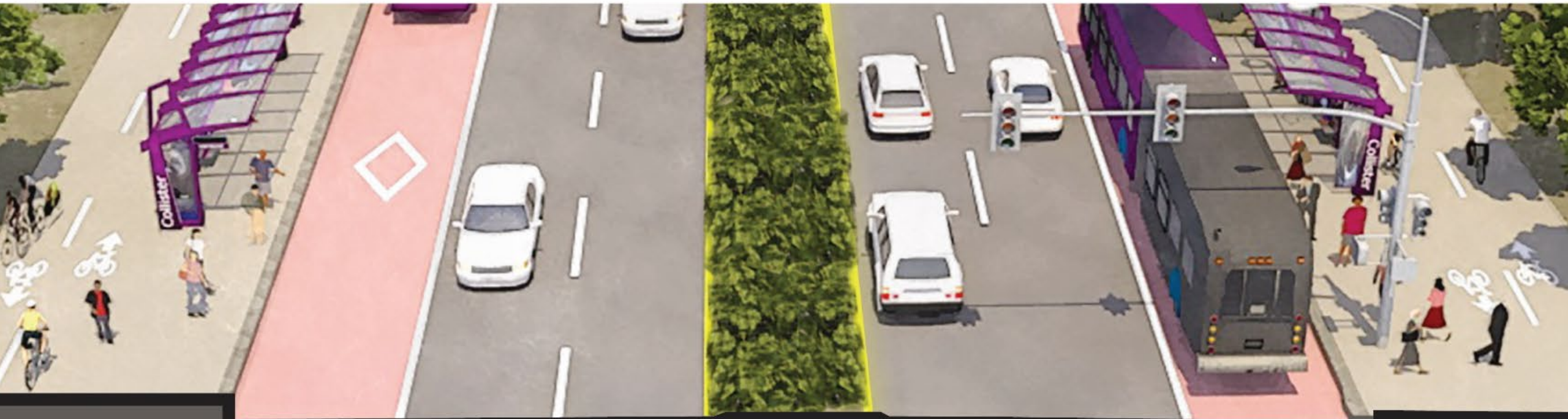
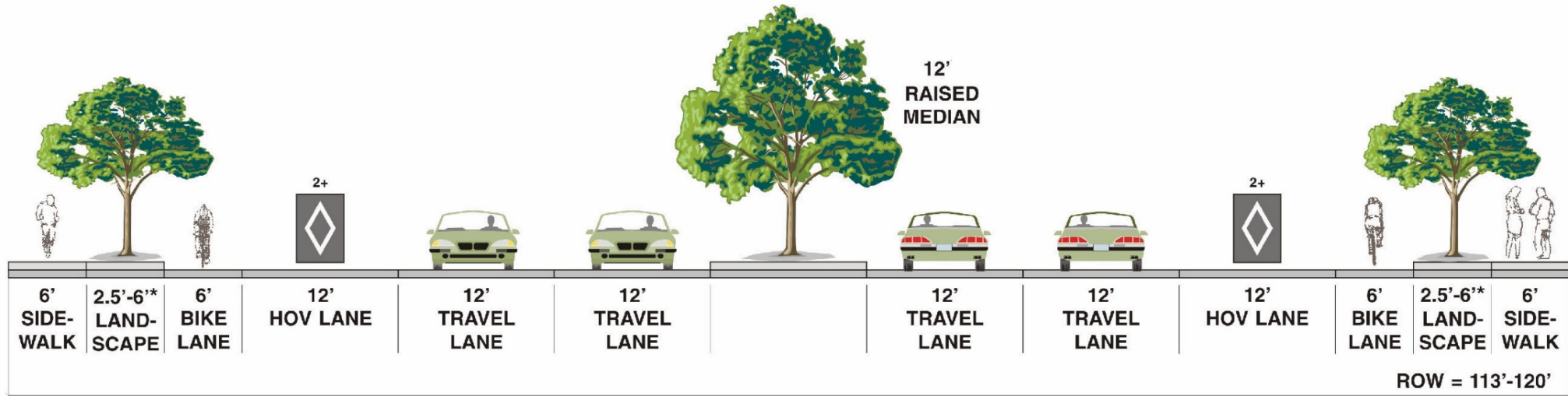
DOLLAR TREE





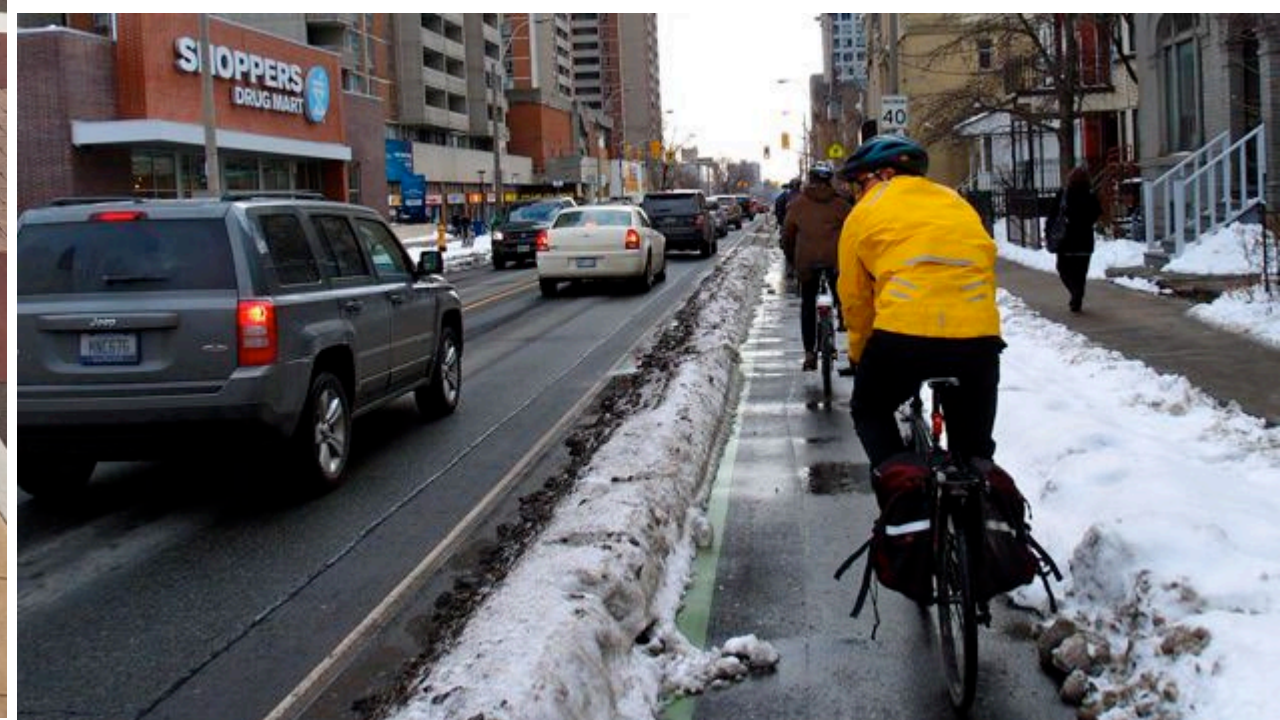
Third St













New desert appropriate shade trees
(meeting intersection sight distance
and roadway clear zone guidelines)

Clustered pedestrian amenities



Figure 4.5
**LEVEL 3
IMPROVEMENTS**

New paint
Preserve historic
character where possible

Repair/improve awning
Restore neon signs





B O W L I N G

B
O
W
L
FALL
LEAGUES
TORNING
Pro 300 Lanes







THE warehouse

0

COFFEE HOUSE

FINAGLE @ BAGEL

TECH SHOP















Where Do We Grow?

A Home for Everyone

CITY of BOISE

“Keep our neighborhoods people-scaled and people-friendly, knowing that strong neighborhoods need housing at every price point”
Boise Mayor Lauren McLean



Grow Our Housing

CITY of BOISE

GROW OUR HOUSING STRATEGIES

- Establish a Housing Land Trust
- Expand the Housing Incentive Program
- Align Public + Private Funding and Resources

Next 20 years:



50,000

NEW RESIDENTS



20,000

NEW LIVING
UNITS NEEDS



Federal Funding

CITY of BOISE

Community Development Block Grant (CDBG) Entitlements To City of Boise

1975

\$5 Million

Population: 75,000

\$66 Per Person



2019

\$1.3 Million

Population: 220,000

\$6 Per Person

Where Will the City Focus?

CITY of BOISE

2020 INCOME GUIDELINES

Extremely Low
(30% AMI)

- 1 Person - \$15,750
- 4 Person - \$26,200

Very Low
(50% AMI)

- 1 Person - \$26,200
- 4 Person - \$37,400

Low
(80% AMI)

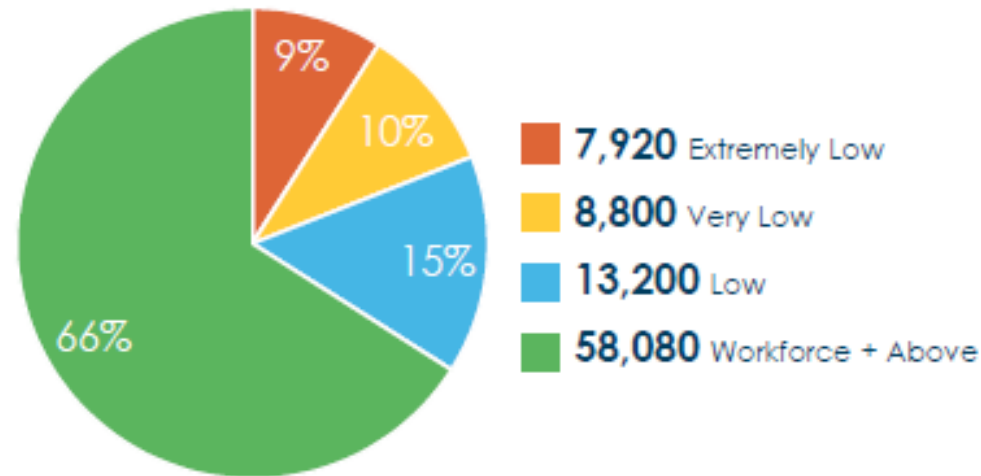
- 1 Person - \$41,900
- 4 Person - \$59,850

Workforce
(120% AMI)

- 1 Person - \$62,832
- 4 Person - \$89,760

2018 HOUSEHOLDS BY INCOME LEVEL

88,000 Households



GOAL = 1,000 NEW LIVING UNITS PER YEAR

	Units Completed 2019	Percent of Total	Units Completed 2018	Percent of Total
Single Family	687	47%	764	54%
Multi-Family	774	53%	638	46%
TOTAL	1,461	100%	1,402	100%

LESSONS LEARNED

- The City is exceeding the 1,000 units per year threshold that aligns with our housing and transportation work.
- There's been a shift towards multi-family units, which will continue.
- "Excess" supply is not reducing housing prices, yet.

GOAL = 350 INCOME-RESTRICTED UNITS PER YEAR

	Units Completed 2019
Adare Apartments (60% AMI)	121
New Path Community Housing (Permanent Supportive Housing)	41
Single-Family Housing (80% AMI)	7
TOTAL INCOME-RESTRICTED UNITS COMPLETED IN 2019	169

LESSONS LEARNED

- The City needed better data on naturally occurring affordable housing (NOAH).
 - Analysis completed with real estate vendor on following slide.
 - A certification/registration program would provide information for existing units including rents, property conditions and future use.

Progress - 2019

FINANCIAL LESSONS LEARNED - INCENTIVES

- **Adare Apartments statistics**

- Total cost: \$28.6 million (\$213,000/unit)
- Total gap financing: \$16.2 million or 57% (City, IHFA, CCDC)
 - 134 total units – funding gap per income-restricted unit: \$134,000
 - 90% of units are income-restricted to 60% AMI

- **Leland Consulting statistics**

- Urban Garden Style Apartments – 45 units/acre (\$200,000/unit)
 - 213 total units – funding gap per income-restricted unit: \$57,000
 - Assumes 50% of the units are income-restricted to 80% AMI
- Podium Style Apartments – 125 units/acre (\$240,000/unit)
 - 389 total units – funding gap per income-restricted unit: \$95,000
 - Assumes 50% of the units are income-restricted to 80% AMI

FINANCIAL LESSONS LEARNED, CONT.

Area Median Income	# of Units	Estimated Gap Per Unit	Total
30%	90	\$125,000	\$6,400,000
50%	100	\$91,000	\$9,100,000
80%	160	\$40,000	\$11,250,000
TOTAL GAP	350	\$76,429	\$26,750,000

Source – City of Boise Department of Finance & Administration

LESSONS LEARNED

- Income-restricted projects require a greater degree of financial support.
 - Mixed-income projects will require less; funding gap is project-based.

BUDGET DETAIL FOR HOUSING ACTIVITIES

DESCRIPTION	TOTAL CAPITAL	CAPITAL AVAILABLE FOR NEW HOUSING
FY20 – Initial Grow Our Housing investment \$1.1 million to purchase Franklin & Orchard	\$5,000,000	\$3,900,000
FY20 – Preservation and replacement of existing rental housing	\$6,100,000	\$2,000,000
FY21 – Proposed Capital Plan Allocation (savings from stadium)	\$3,000,000	\$3,000,000
FY22 – Proposed Capital Plan Allocation	\$3,000,000	\$3,000,000
TOTAL	\$17,100,000	\$11,900,000

INCOME-RESTRICTED HOUSING IN PROGRESS

Project	Income-Restricted Units	Funding Contributions	
		HUD	General Funds
Valor Pointe (Permanent Supportive Housing)	27	\$1,250,000	\$250,000
6 th and Grove	45	\$1,495,592	
Celebration Acres	42	\$1,600,000	
AutumnGold (new single-family homes)	7	\$850,000	
2717 S. Vista (preservation of existing units)	80	\$2,750,000	
TOTAL	201	\$7,945,592	\$250,000

Housing Incentives

CITY of BOISE

- Fee Waivers and Grants
- Development Density
- Land Leases
- Property Tax Abatement
- Higher Density by Right on Existing Commercial Corridors



Conclusions

CITY of BOISE

- Developers motivated by different incentives
- Income-restricted housing requires public-private partnerships
- Currently, minimal interest in producing or partnering on income restricted housing, non-profit organizations the exception
- Property tax abatement – most attractive incentive
- Change will take time, may involve legislative changes
- Federal Housing Funds needed



Connecting the Dots



Connecting the Dots

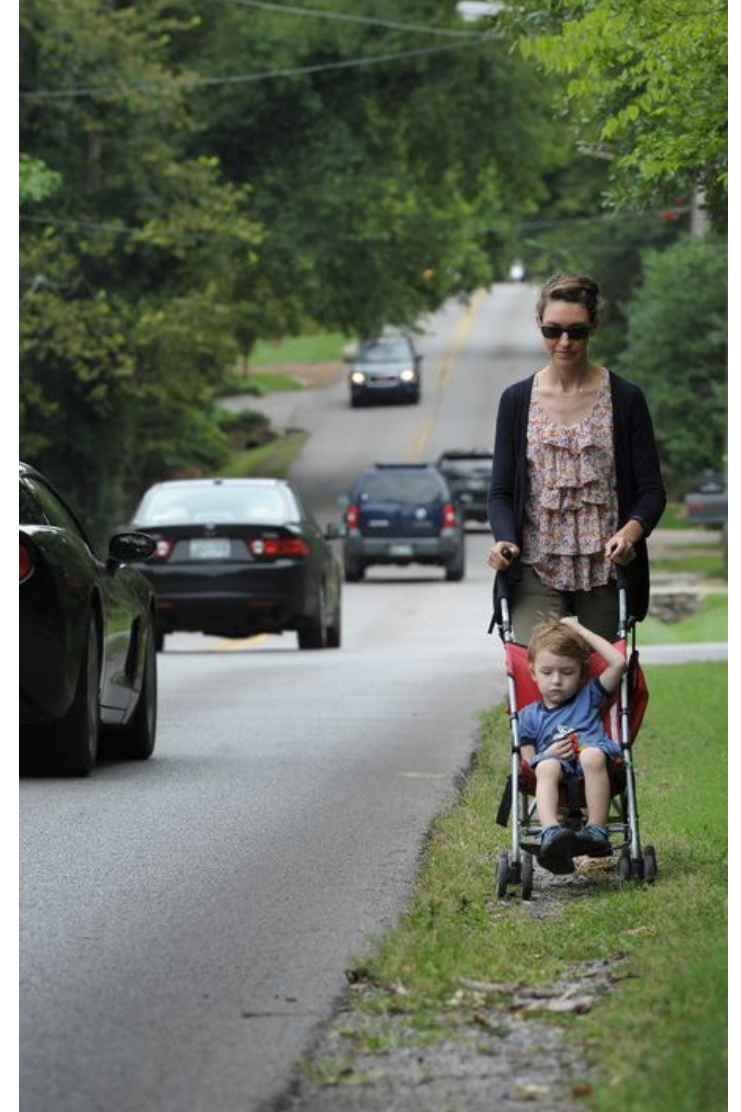
- Public right of way and personal freedom
- What do we accommodate?
- How to connect people and transit



Connecting the Dots



The public's freedom is determined by how we allocate public right of way



Connecting the Dots

What cities choose to accommodate is what people will choose to use



Connecting the Dots

What cities
choose to
accommodate is
what people will
choose to use



Connecting the Dots

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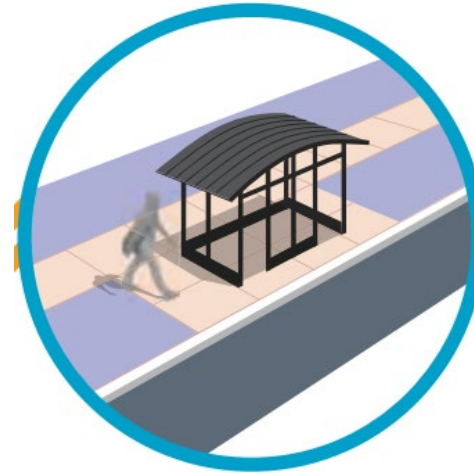
Connecting the Dots

What cities choose to accommodate is what people will choose to use



Connecting the Dots

- The Pedestrian & Bicycle Environment
- The Development Lot
- The Transit Station
- The Transit Running Way



Connecting the Dots

The Pedestrian & Bicycle Environment



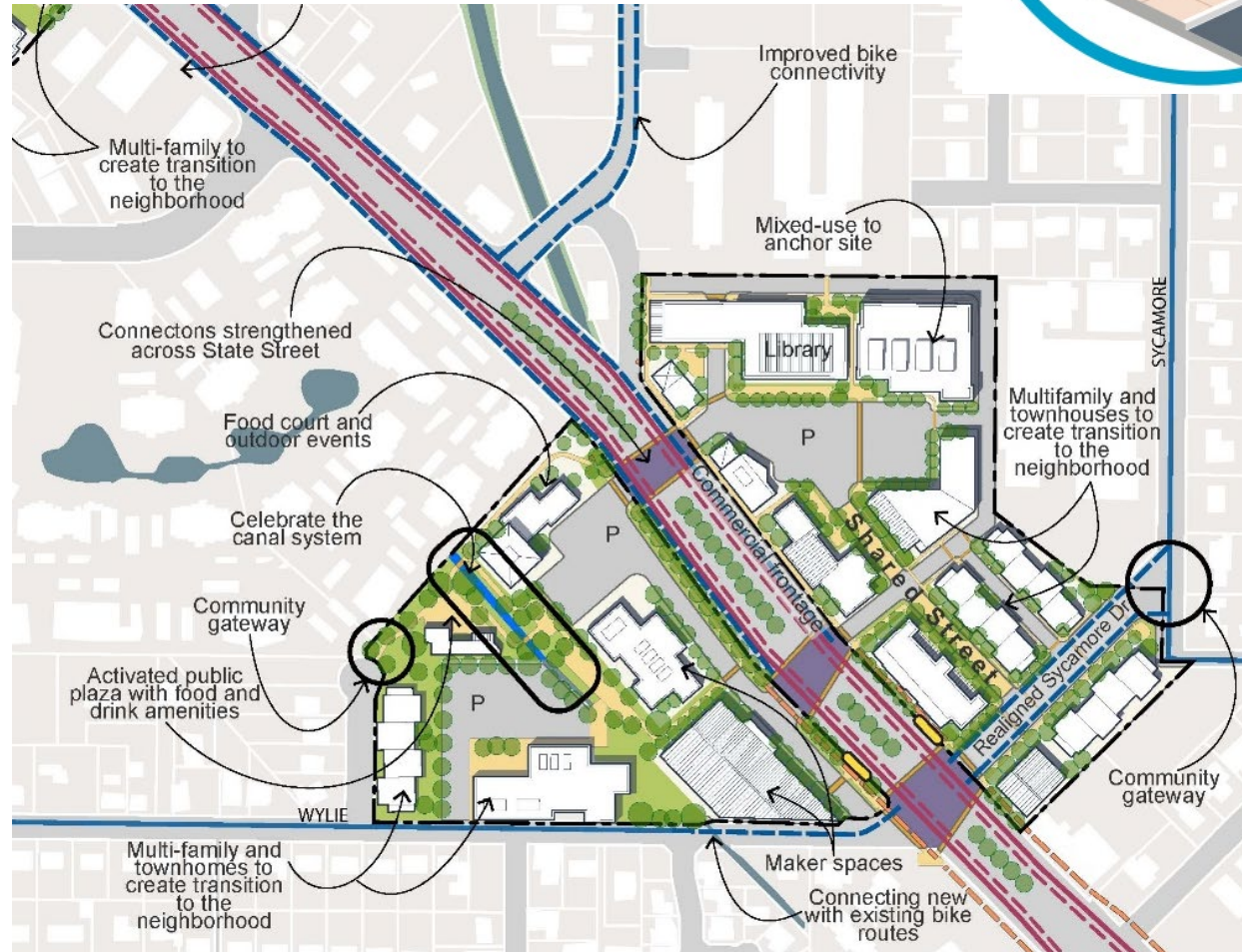
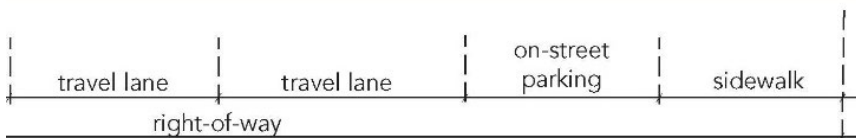
Connecting the Dots

The Development Lot



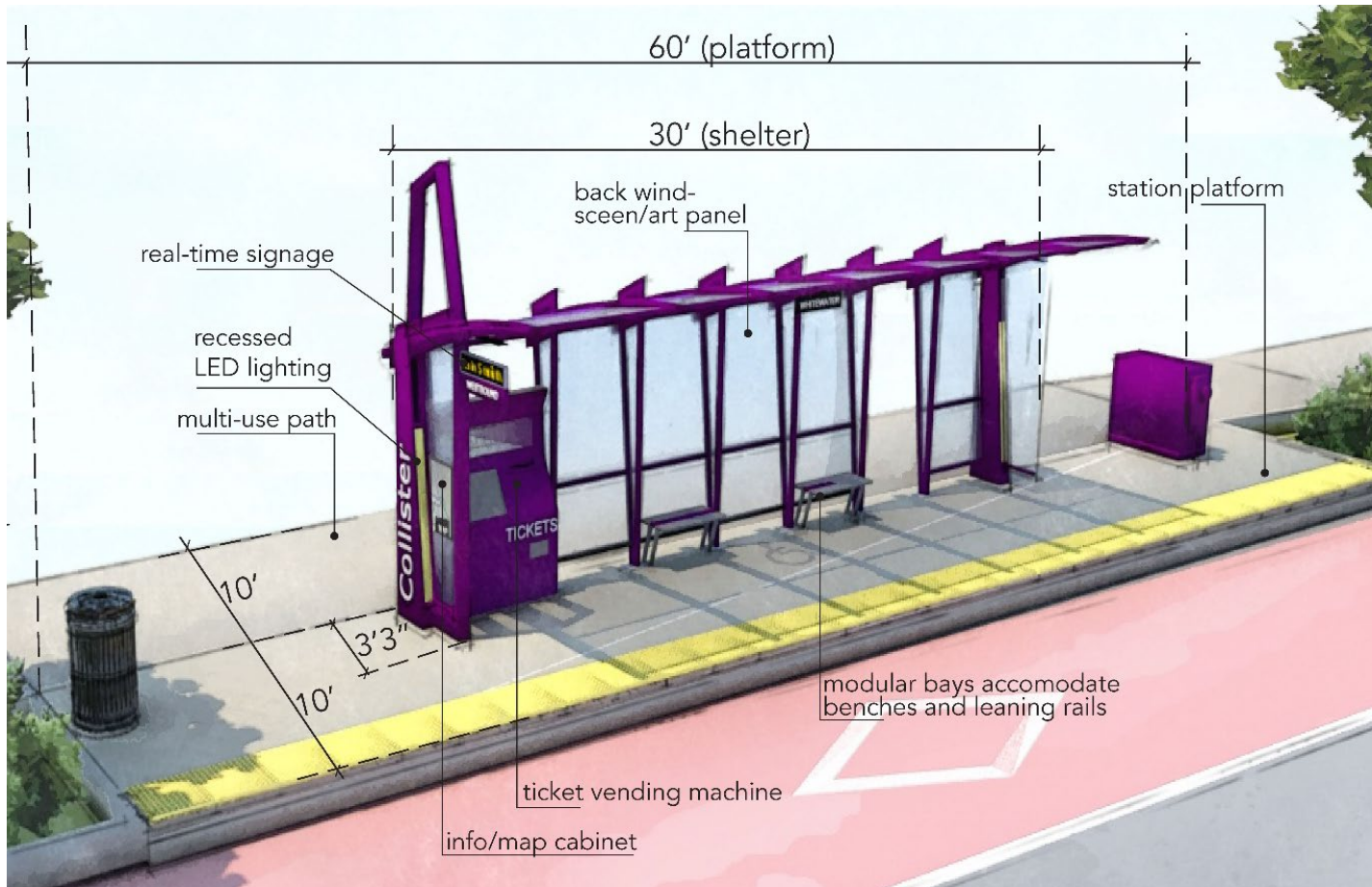
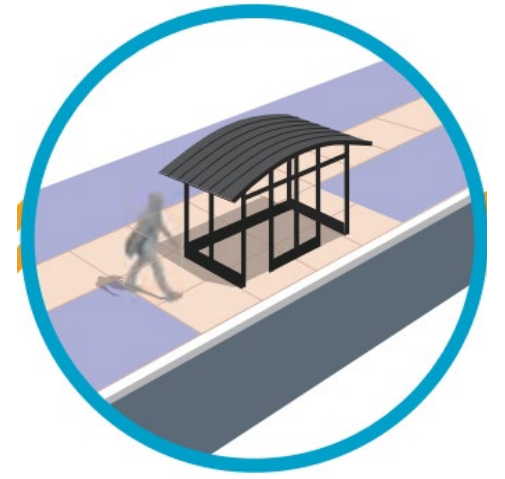
maximize building frontages along the street

sidewalk separated from curb by landscaping



Connecting the Dots

The Transit Station



Connecting the Dots

The Running Way



Connecting the Dots





Implementation Considerations



Considerations

- Focus on the gems
- Consider lifecycle of large format retail-what comes after phase 1?
- Plan for future infill with site design standards-including large format retail
- Be flexible with uses-if they meet community goals
- Right size parking requirements
- Focus on multimodal access and pedestrian safety
- Don't forget the amenities!

